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The China Mail.

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QUEEN'S ROAD
CENTRAL

No. 15,704.

號十三月八年三十一百九千一英

HONGKONG, SATURDAY, AUGUST 30, 1913.

五癸亥歲年二國民華中

PRICE, \$3.00 Per Month



POPULAR.
ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:
Mitsui Bussan Kaisha.
Hongkong, January 1, 1913.

BRITAIN AND OPIUM.
Important Deputation at the Foreign Office.

Lord Curzon and Sir Edward Grey on 6th inst. received in private at the Foreign Office a deputation of those interested in the suppression of the opium trade, who pleaded for the release of China from the obligation to permit the importation of 20,000 chests of Indian opium now in stock at Shanghai and the Treaty ports.

The deputation was a strong one, representative of the religious bodies of the United Kingdom, including the Church of England, Congregationalists, Methodists, Presbyterians, Moravians, the National Federation of Free Church Councils, and the religious organisations of Scotland and Ireland.

Amongst the prominent members of the deputation were Mr. James Rowlands, M.P. (who withdrew his opium motion in the Indian Budget in view of the deputation); Mr. Townshend, M.P.; Mr. Theo. Taylor, M.P.; Mr. T. R. Parsons, M.P.; Mr. J. S. Higham, M.P.; Mr. J. W. Wilson, M.P.; Dr. Cheppell, M.P.; Sir Matthew Dodsworth, the Rev. Professor Caldecott, the Rev. P. B. Meyer, Mr. Ernest Grubb (Ireland), and the Rev. G. S. Muir (Scotland).

Regret was expressed that the Government had not yet explicitly released China from the obligation to receive the 20,000 chests of opium now in stock at Hongkong and the Treaty ports. The deputation believed that China's work of suppression was now being greatly hampered by this importation, and that the Chinese Government and people wished it to come forthwith. They therefore, protested against the continuance of a treaty obligation which was contrary to international justice, and they appealed to the Government to at once give China complete freedom to exclude the drug.

It is understood that the deputation are not very hopeful as to the result of their conference. It is probable that a campaign on the subject will be held in this country in the autumn.

BUSINESS NOTICES.

A GENERAL FAVOURITE

BOTH IN THE KITCHEN AND DINING ROOM.

MILKMAID
STERILIZED
NATURAL
MILK.



Plases Everybody because it is Reliable. It is Pure, Rich, fresh Milk. Preserved only by the process of Sterilization, NOT CONDENSED. Obtainable at all stores; packed in two sizes.

WING FAT CHEONG.

HIGH CLASS TAILORS,
DRAPERS AND OUTFITTERS.
24, Des-Vieux Road Central.

HAVE ALWAYS ON HAND AN EXTENSIVE ASSORTMENT OF EVENING DRESS GOODS:-

Court Shoes, Dress Bows, Shirts etc., ALSO

ALL ARTICLES OF CLOTHING MADE TO ORDER. OUTFITTING OF ALL DESCRIPTIONS, QUALITY AND WORKMANSHIP BY THE MOST EXPERIENCED CUTTERS GUARANTEED.

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

THE QUEEN'S ROAD CENTRAL CO.
AND GENERAL MERCHANTS.
UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALITIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS.

PERFECT FIT GUARANTEED.

THE ONE PRICE STORE.

High Standard of Quality.
Cheapest Store in the East.

Queen's Road Central: The Old Supreme Court. Telephone 1450.
Hongkong, June 10, 1913.

SINGON & CO.

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IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, Hing Loong Street, (2nd Street, west of Central Market) Telephone No. 515.
Hongkong September 4, 1902.

PATELL & CO.

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General Merchants

and

Commission Agents.

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SHANGHAI AND

HANKOW.

CHEN KWONG & CO., LD

GENERAL IMPORT & EXPORT.

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LARGE WHOLESALE & RETAIL STORE:

FURNITURE, Draperies, Groceries, Boots and Shoes, Makers of Jewellery, Lacquered Goods, Clocks, etc. Ironmongery, Wine and Spirits. Foreign Clothes for gentlemen made to order by our own tailors. Large assortment of Chinese Silks and Foreign Goods of every description. All goods sold at reasonable prices. The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

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An Ideal Family Hotel, where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.

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BUSINESS NOTICES.

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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS. Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAYING DOCK 757 x 88 x 34'6" Pumps empty Dock in 2-3/4 hours

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Mineral Water.
The Best Table Water.
PT. Per Case 4 Dozen.....\$5.00. BABY, Per Case 5 Dozen.....\$5.00.
AGENT: TOKYO HOTEL, 33A, CONNAUGHT ROAD CENTRAL.
Hongkong, June 16, 1913.

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PERFECTION.
CAKES & PASTRY
PAR EXCELLENCE
TIFINS, DINNERS & REFRESHMENTS THE BEST.
ALEXANDRA CAFE CO.
Hongkong, April 7, 1913.

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.

PEAK HOTEL.
ADAMIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL. Telephones in all rooms, First-class Cuisine, Lounge, Smoking and Ladies Rooms. Roof Garden. Terms: From \$5 per day. Manager: P. O. PEUSTER.

PEAK PRIVATE HOTEL.
6-7 MOUNTAIN VIEW
Best position in Colony 1,400 feet above sea level Cable Tram 3 minutes. Mrs. Ogilvie, Proprietress.
Hongkong, August 16, 1913.

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In Bags of 250 lbs. net.

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GLYCERIN AND CUCUMBER SOAPS
ARE IDEAL FOR BATH AND TOILET.

90 cents per Tablet \$1.00 for six Tablets.

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FRY'S KING GEORGE V. AND QUEEN MARY CHOCOLATES.

CADBURYS IMPERIAL CHOCOLATES.

A SPECIALITY
FRESH HOME-MADE CHOCOLATES.

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Made by Cadbury's from the finest Cocoa

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(Established 1864.)

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HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital... \$15,000,000
Reserve Funds... \$15,000,000
Sterling... \$15,000,000
Silver... \$15,000,000
Total... \$60,000,000

Reserve Liability of... \$15,000,000

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Hon. Mr. D. Landale—Deputy Chairman.
O. F. GIBNEY, Esq., W. L. PATTERSON, Esq.,
P. H. HOLYOAK, Esq., J. A. SUMNER, Esq.,
O. R. LAURENCE, Esq., Hon. Mr. S. S. SHAW, Esq.,
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Hongkong—N. J. STABBE.

MANAGER:
Shanghai—A. G. STEPHEN.

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On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits—
For 3 months 2 1/2 per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 3 1/2 per cent. per annum.

N. J. STABBE,
Chief Manager,
Hongkong, August 16, 1913.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 4 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABBE,
Chief Manager,
Hongkong, July 1, 1913.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

(INCORPORATED BY ROYAL CHARTER 1853, HEAD OFFICE, LONDON.)

Paid-up Capital... £1,200,000
Reserve Fund... £1,700,000
Reserve Liability of... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT,
Acting Manager,
Hongkong, April 9, 1913.

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital... £1,500,000
Subscribed... £1,250,000
Paid up... £625,000
Reserve Fund... £150,000

BANKERS.
LONDON & JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager,
Hongkong, July 1, 1913.

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ESTABLISHED 1880.

Authorized Capital... Yen 48,000,000.00
Paid-up Capital... 30,000,000.00
Reserve Fund... 18,000,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS AT:
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Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

KISHI ONO,
Manager,
Hongkong, March 31, 1913.

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Equal... \$100,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
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DEPOSITS RECEIVED, fixed for one year at 4 1/2 per cent. or for shorter periods at rates which may be ascertained on application.
BILLS NEGOTIATED & COLLECTED.
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THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.
COMMERCIAL LETTERS OF CREDIT issued.
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TRAVELLERS' CHECKS sold and cashed.

GEO. HOGG,
Manager,
No. 9, Queen's Road Central,
Hongkong, November 1, 1912.

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(NEDERLANDSE TRADING SOCIETY.)

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CAPITAL... 60,000,000—(£ 5,000,000.)
PAID-UP... 45,000,000—(£ 3,750,000.)
RESERVE... 8,250,000—(£ 687,500.)

HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—BATAVIA.

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THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

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On Current Accounts 2 1/2 per cent. per annum on balances.
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Do. 6 months 4 per cent. per annum.
Do. 3 months 3 1/2 per cent. per annum.

A. F. VAN KEMP, Agents,
Hongkong, July 16, 1913.

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LONDON—F. ALCOCK, 11 & 2 Old Broad Street, E.C. 4.
S. H. BROWN, 100, Queen's Road, Victoria, S. E. 1.
S. H. BROWN, 100, Queen's Road, Victoria, S. E. 1.
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THE CHINA MAIL

Typhoon Map & Guide.

Price... 40 cents.

THE ALEXANDRA CAVE cannot be beaten, if Equalled, for Bread, Cakes, Confectionery, Meals with Wines & Liquors.

TO LET

HOUSES in TORREY BUILDINGS.
Kowloon Road, Kowloon, from the 1st October.
Apply to
SPANISH DOMINICAN PROSECUTION.
Hongkong, August 28, 1913. 1087

TO LET.
FROM 15th September, SHOP in QUEEN'S ROAD CENTRAL (Hongkong Hotel Buildings).
Apply
NIKKO & Co.
5 Arsenal Street.
Hongkong, August 23, 1913. 1054

TO LET.
(From 1st July 1913.)
NO. 2, MOUNTAIN VIEW, The Peak.
Apply
LINSHEAD & DAVIS.
Hongkong, June 9, 1913. 729

TO LET.
PANFURLY, No. 11, CONDUIT ROAD.
GOVERNMENT.
94, WAN HAI ROAD.
102, PRATA EAST.
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, July 10, 1913. 862

TO LET.

MODERN THREE-ROOMED FLATS with every convenience, HONGKONG BUILDINGS, Cornhill Avenue, Kowloon.
No. 2, MOUNTAIN VILLAS, Mody Road, Kowloon, FIVE ROOMS, TENNIS COURT, FOUR-ROOMED HOUSES in CHERRY TRAIL, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOPS with Godown attached, NATHAN ROAD, Kowloon.
Apply to
HUMPHREYS ESTATE & FINANCIAL CO., Ltd.
Hongkong, July 23, 1913.

TO LET.
VETRON, No. 10, Peak, furnished or unfurnished. 8 Rooms. Cheap rental.
To let or for sale, 'GLENSHIEL', Baker Road, No. 124, Peak, 8 rooms.
'ROGATE', Austin Road, Kowloon, from 1st October.
Furnished for one year from 1st November next 'COMBEE' Magazine Shop with Tennis Lawn.
Furnished 'KIRKENDON' No. 113 Peak.

FOR SALE.
'HARTING and ROGATE', on part of Kowloon Island Lot No. 113.
LADROUKE, No. 9, Conduit Road, Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.
Apply to
LINSHEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, Aug. 2, 1913. 61

THE OCEAN MARINE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE CO., LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911. £22,561,234.
—Authorized Capital £20,000,000
—Subscribed Capital £20,000,000
—Paid-up Capital £20,000,000
—Reserve Fund £2,561,234
—Life & Annuity Fund £1,124,111
—Sinking Fund Account £8,515

Revenue Fire Branch... 2,567,156
Life and Annuity... 1,973,218
Revenue Marine Department... 282,592
Other Receipts... 430,198
Total... £2,561,234

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO., Agents.

NOTICE

HIGH-CLASS PRINTING

BOOK BINDING

THE CHINA MAIL OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc., Artistically Arranged and Carefully Printed.

Clean, Prompt and prompt delivery guaranteed.

You send us the 'copy' we do the rest.

FOR a good Solid meal in a Cart or Table D'Ecote with Wine & Liquors at the 'ALEXANDRA CAVE'.

THE SHIPPING SUBSIDIES.

Agitation Against Nippon Yusen Kaisha.

The Nationalist Committee have under consideration a party Bill, which it is intended to introduce to the next session of the Diet, for the amendment of the Steamship Subsidy Law, as a contribution to the financial reform scheme. The reason for their action at the present juncture, says the 'Chugai Shogyo Shimpo,' is that the opening of the Panama Canal will bring about a revolution in the world's commerce, and it will be an appropriate time to lighten the burden on the state treasury by readjusting the subsidy system.

When the Nippon Yusen Kaisha was founded, the Government undertook to grant a subsidy of ¥800,000 annually for fifteen years, so long as profits did not amount to 5 per cent. on the capital invested. In 1887 the restriction was removed, and the subsidy guaranteed, irrespective of profit. From October 1888 to September 1900 the company received a subsidy of ¥18,200,000, and from the end of 1890 to March 1913, it received subsidies coming under other categories amounting to no less than ¥54,000,000, or ¥14,912,523 under the Steam Navigation Encouragement Law, which came into force in 1896. Thus the company has received altogether ¥83,112,523 since 1888, while it has paid as dividend to shareholders no more than ¥50,123,000.

During the Russo-Japanese war the dividend amounted to 15 per cent.; from 1900 to 1908 it was 12 per cent.; and since then has been 10 per cent., while considerable amounts have been carried forward, or put to the reserve.

The Osaka Shosen Kaisha's working has not been so satisfactory for the shareholders. It lost money during the earlier part of the war, and paid 10 per cent. during the latter part. Six to seven per cent. ruled thereafter till the present year, when it paid 10 per cent. again for the half-year. The two companies, says the 'Chugai,' are not equitably treated, and the Nationalists intend to go into the question and secure retrenchments wherever the services do not appear to be worth the subsidy they are receiving.

THE OTHER SIDE OF THE QUESTION.

The following, according to the 'Yorokuzu,' is the Nippon Yusen Kaisha's view on the subsidy question—

'Party politicians accuse the company of deliberately restricting dividends and accumulating large reserves, but the risks of navigation are great, and steamship companies must have larger reserves than banks and business companies. It is for this reason that the Nippon Yusen Kaisha hold reserves of ¥29,000,000, against a capital of ¥22,000,000. Since the company opened the Bombay service in 1893 it has had some bitter experiences abroad, and the work of the Osaka Shosen and Nippon Yusen Kaisha does not come into the same category. The Panama Canal is about to open, and the company is building eleven new steamers, some as large as 10,000 tons, for the requirements of the new routes that will be opened.

'The question of making any large reduction in the steamer subsidies is one where the national interests must have the most careful consideration. In the present condition of Japanese marine transport no regular foreign services conducted with new steamers, except the European lines, could pay their expenses.'—Japan Chronicle.

YOKOHAMA DIVORCE SUIT.

MCDUGALL VS. MCDUGALL.

On Monday morning (11th inst.) in the Yokohama District Court, Mrs. McDougall, of Negishi, Yokohama, brought an action claiming divorce. Both are Americans and were married at Los Angeles, California, in 1900. They came to Japan some years later, and shortly afterwards Mr. McDougall left for Manila. The plaintiff followed him there, but he disappeared after giving her \$500, and she came to Japan thinking he might have come here, but has had no tidings of his whereabouts. She asks for a divorce on the ground of deliberate desertion under Art. 813 of the Japanese Civil Code.

The case was adjourned till 26th inst.

EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including Books and Stationery, Books, Globes and Leather, Chemical and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Piece Goods, Fancy Goods and Furniture, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photographs and Optical Goods, Provisions and Oils and Stores, etc., etc.

Commission 10% to 15%
Trade Discounts allowed.
Special Quotations on Demand.
Sample Cases from £10 upwards.
Consignment of Produce Sold on Account.

WILLIAM WILSON & SONS
(ESTABLISHED 1814).
25, Abchurch Lane, London, E.C. 4.
Cable Address: 'ABURBAN, LONDON.'

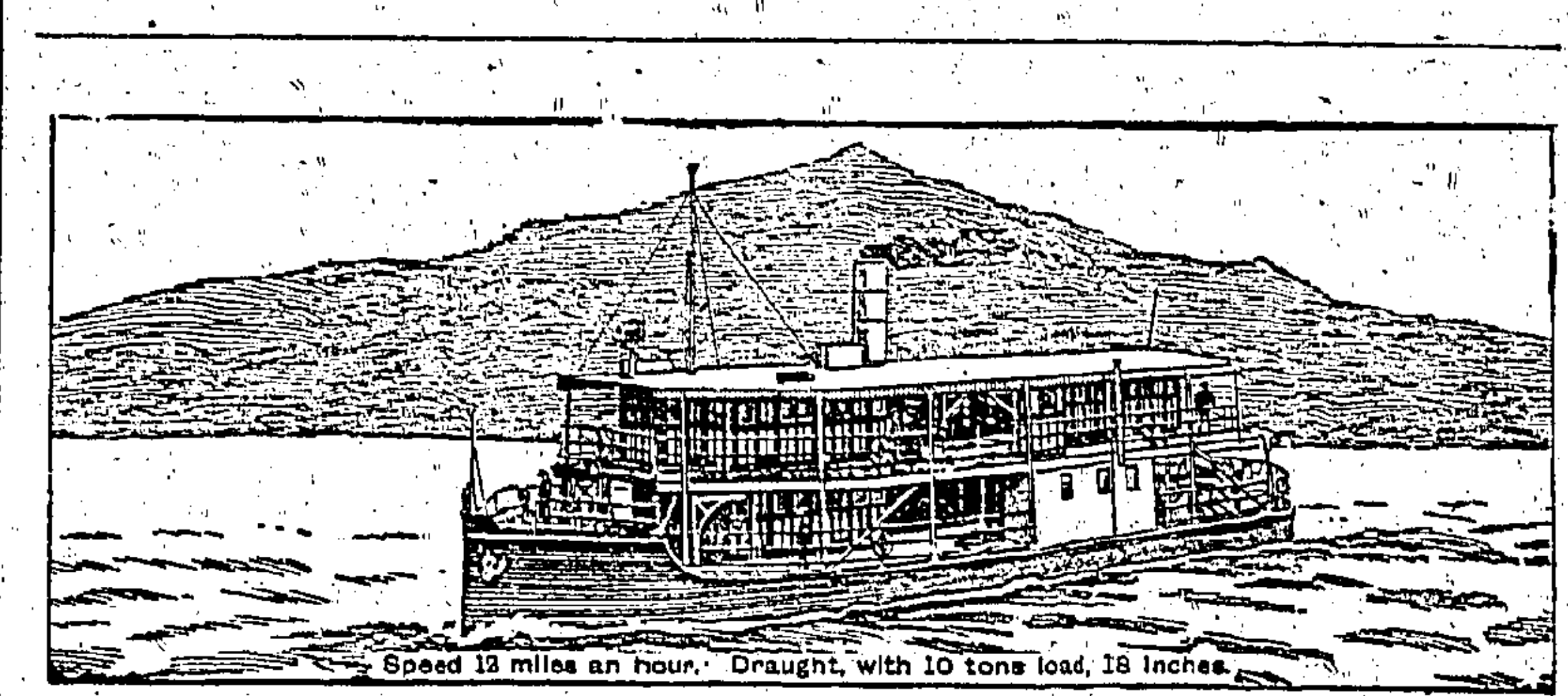
C. & B. ENGLISH SOUPS

30 Varieties — All Delicious

The Cuisine of one of the finest chefs in the world available for your table.

Crosse & Blackwell Guarantee these Soups
to be made under ideal conditions, as are all their table delicacies.

AGENTS FOR LEA & PERKINS' WORCESTERSHIRE SAUCE.



YARROW & Co., Ltd., Shipbuilders, GLASGOW. (Formerly of POPLAR, LONDON.)

Dr. J. Collis Browne's Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for
COUGHS, COLDS, ASTHMA, BRONCHITIS.

The Most valuable Remedy ever discovered. Effectually cures short attacks of SPASMS, Checks and arrests those too often fatal diseases—**FEVER, CROUP, AGUE.**

NEURALGIA, GOUT, RHEUMATISM, TOOTHACHE.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind it creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

Sold by all Chemists, Prices in England, 1/11, 2/9, 4/8.

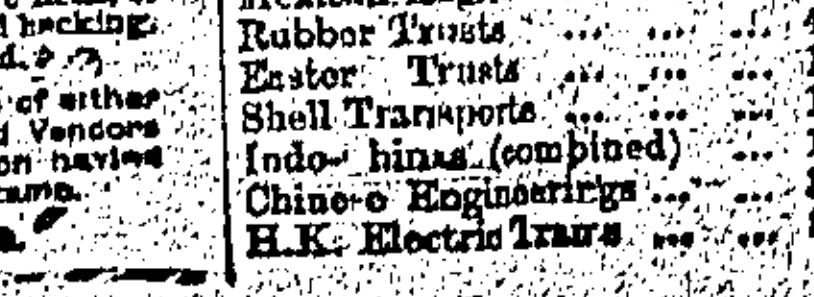
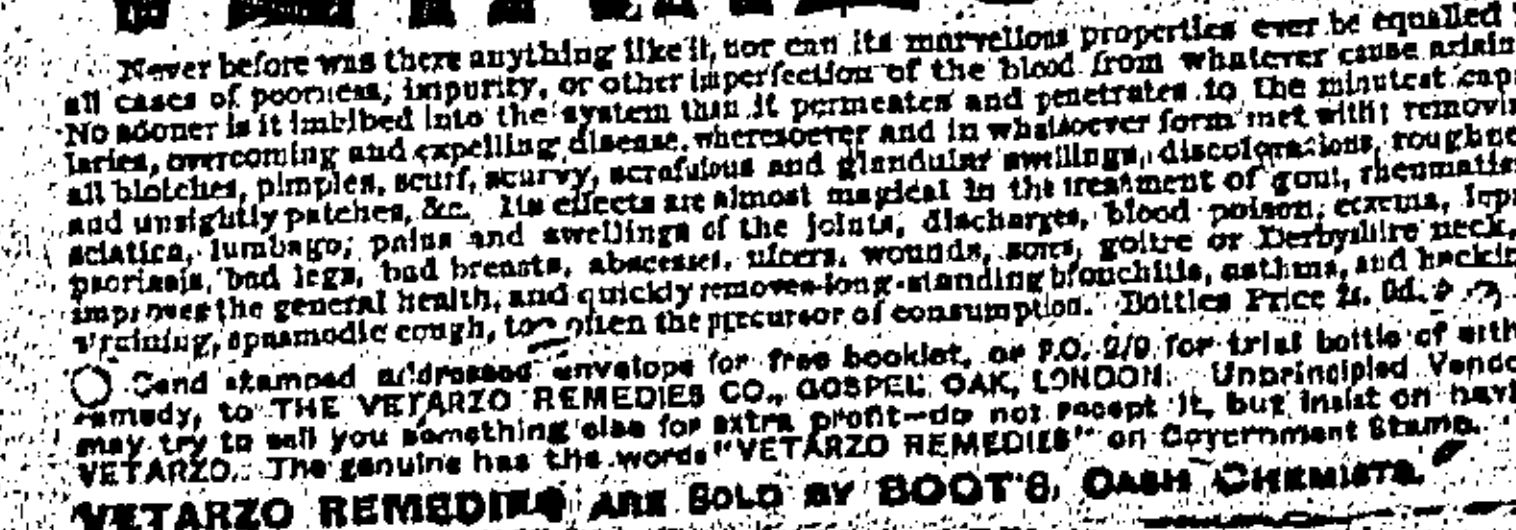
Sole Manufacturers: L. T. DAVENPORT, Ltd., London, S.E.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Comd.	T.H.P.	Commander.	Last report at
Alacrity	despatch-vessel	1650	2	2000	Comdr. Archibald Cochran	Shanghai
Albatross	Admiralty tug	—	—	—	Master W. Webb	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Prichard	Shanghai
Brixtonian	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Shanghai
Cadmus	sloop	1076	6	1400	Comdr. H. P. E. T. Williams	Shanghai
Cherub	water tank and tug	330	—	300	Master H. Smith	Hongkong
Clio	sloop	1076	6	1400	Comdr. Collis Mackenzie, D.S.O.	Canton
Fame	torpedo boat destroyer	380	6	6700	—	Hongkong
Flora	cruiser, 2nd class	4380	10	7000	Capt. C. F. Corbett, M.V.O.	Shanghai
Hamphire	cruiser, 1st class	10,850	10	20,500	Capt. M. R. Hill	Wooching
Kiama	river gunboat	710	2	900	Lt.-Comdr. R. D. Marryat	Yangtze
Medea	sloop	1140	—	—	Capt. F. C. O. Pasco	Lubeau
Minotaur	cruiser, 1st class	14,500	—	27,000	Capt. E. B. Kiddie	Weihaiwei
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Darrellot	Weihaiwei
Mooson	river gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Novastie	cruiser, 2nd class	4300	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	river gunboat	85	2	240	Lieut.-Com. Malcolm Murray	Yangtze River
Otze	torpedo boat destroyer	350	6	6300	Lt.-Comdr. J. T. Williamson	Hongkong
Ribble	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Weihaiwei
Roads	depot ship, submarines	980	—	1400	Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	25	2	240	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. L. A. S. Hutton	West River
Sloop	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Lewis	Yangtze River
Taka	torpedo boat destroyer	350	6	6500	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	4650	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	600	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dorner	Hongkong
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. Maxwell	Weihaiwei
Viper	torpedo boat destroyer	355	6	6300	Lieut.-Com. Eridan-Whitham	Weihaiwei
Whiting	torpedo boat destroyer	380	6	6500	Comdr. Seymour	Weihaiwei
Widgeon	river gunboat	195	2	800	Lt.-Com. J. O. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	150	2	600	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	600	Lt.-Comdr. Lloyd	Yangtze River
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGilivray	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. G. Selous	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. E. C. Pope	Hongkong
C.39	torpedo boat	—	—	—	Lt. Comdr. Handley	West River
C.40	torpedo boat	—	—	—	Lt. Comdr. Sillman	Hongkong
C.41	torpedo boat	—	—	—	Lt. Comdr. Nicol	Hongkong
C.42	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

(OLD POST OFFICE.) Pedder's Streets

Hongkong, April 11, 1912.



The sun of the talk is this:—Some time this spring a small band of Irishmen, under the command of an Ulster gentleman, appeared on the shores of the most beautiful of Northern loughs. They were pronounced to be very nice people, and when they told the district that they had come to fish for eels the district's sense of the humorous was stirred. But the district continued to regard the visitors as very nice people, and though it knew a little about eels being in the loch, quickly decided that it would be a good thing for the trout if any that might, there were taken out. Then the visitors began to fish. They employed long lines each with seventy or eighty hooks, each hook baited with a worm taken all the way from Ireland. When the lines were drawn there were drawn with them prodigious numbers of eels, of great size and supreme quality. The district was surprised, but pleased still. Certainly it would be good for the trout that such monstrous wicked shapes should be taken out of the loch. Trout were still the chief consideration. Then came the next stage: The nice Irish people were not there to gratify a personal passion for eel flesh. The fish they caught were packed, all alive or wriggling, in boxes bearing an address: London, full of mention to the fish trade. Hundredweights of eels passed on to the railway station; the hundredweights, at least in the popular estimate, soon mounted to tons, and no sign of any limit to vast output. The district was sure it must be splendid for the trout, so that the visitors were doing the loch and everybody connected with it a good turn to top. Every export had made the district the news that all the enormous mass of eel flesh was sold at prices in London which were never known at a shilling a pound, and often at half-a-crown a pound. What a great thing were trout eels! In anything near the quantity and rate of sale the district fetched such a price. Slowly the district began to think that perhaps it might have done better on eels than it had on trout, and it felt it still ill-advised to have the fish taken out of the loch. When the Duke of Devon's in his midst to be exported by him men from Ireland.

live and address in fish trade on traditi- ons, many mounted, omit to the	Barbel,—Ka Yu
must be the visitors body con- When the somebody all the is fetching never less ten rae to it: Never remotely ready did the dis- pe it might on trout, the idea, have allowed be exploited	Bream,—Bin Yu Canton Fresh Water Fish,—Hoi Sin Yu Carp,—Li Yu Catfish,—Chik Yu Codfish,—Mun Yu Crabs,—B Cuttie Fish,—Muk Yu Dab,—Sa Mang Yu Dace,—Wong Mei Lan Dog Fish.—Tii Yu Sa Eels, Conger,—Hoi Mann " Fresh Water,—Tam Siu Y " Yellow,—Wong Sin Y Frogs,—Tien Kan Garoupa,—Sok Pan Gudgeon,—Pak Kip Yu Herrings,—Tao Pak Halibut,—Cheung Kwan Kap Lehrus,—Wong Fa Yu Loach,—Wu Yu Lobsters,—Lang Ha Mackerel,—Chi Yu Munk Fish,—Mang Yu Mullet,—Chai Yu Oysters,—San Co Parrotfish,—Kai Kung Yu Parchi,—Tau Loo Pike,—Fa Pau Fong Plaice,—Pan Yu Pomfret, Black,—Hak Chong Pomfret, White,—Pak Chong Prawn,—Ming a Ray,—Pal Pa Sa Roach Fish,—Sok Ha Aung Roach,—Chun Yu

Salmon, -Mts Yachuan...	42	馬友
Shark, -Sa Yu...	10	魚翅
Skate, -Po Yu...	12	魚肚
Shrimp, -Ha...	56	蝦
Snapper, -Lap Yu...	40	立魚
Sole, -Tah Sa Yu...	35	沙撈越
Tenich, -Wan Yu...	20	鱸魚
Turbot, -Cho Hlow Yu...	28	左口魚
Turtles, small, fresh water, -Kork Yu...	60	魚鱉
White Bait, -Ngau Yu Chai...	...	魚子
Fruits...		菓干
Almonds, -Hung Yan...	lb 30	杏仁
Apples (California), -Kam San Ping Kho...	25	金平蘋果
(Chefoo), -Tia Chun Ping Kho...	18	天沙平蘋果
Small, -Hoi Tong...	10	小蘋果
Cutrid, -Fan Lai Chai...	each 10	切梨
Banana, fragrant, Canton, -Sai Ching...	3	香山香蕉
Bananas, (brides), Macao, -San Heng Chai...	3	原裝椰子
Chestnuts, Chinese, -Fong Loh...	12	花生
Carambola, -Yang Tse...	each 12	椰子
Cocoanuts, -Yeh Tse...	lbs. 6	椰干
Lemons, China, -Ning Moong...	10	金山檸檬
American, -Kam San Ning Moon...	15.30	荔枝
Lichees Dried, -Lai Chai, small Stone...	...	荔枝
Fresh...	...	西貢荔枝
Limes, (Saigon), -Sai Kung Ning Moong...	each...	山仔
Mango, Manila, -Lai Sung Mong...	...	山仔
Mangosteens, -San Chik Tse...	...	山仔
Oranges, (Canton), -San-shing Tim Ching...	lb...	金山橙
Oranges Sweet...	...	山仔
Pears, (American), -Kam San Shoot I...	...	山仔
(Canton), Cooking, -Sa Lay...	10	花生
Peapods, -Fa Sang...	10	紅梗
Perseimons Large, -Hang Chio...	13	本地酸
Pineapples, lat quality, -Poon Ti Pa Law...	each 10	中等酸
2nd...	...	大
Plantain, -Tai Uboi...	lb 3	紅梗
Pineapples, -Swatow, Hung Lai...	...	山仔
Pumelo, Siam, -Chim Lo Yan...	each 15	上
Shanghai, -Lo Kwai...	lb 15	合
Walnuts, -Hop Tso...	...	山仔
Green, -Sang Hop Tso...	...	山仔
Water Melon, -Kam San Kai Kwa...	each 4	西
(China) Sai Kwa...	...	生
Grapes, -Sang Po Tai Tse...	lb...	生
Vegetables &c.		菜蔬
Artichokes, Shanghai, -Sheung-hoi Ah...	lb...	澳門
Chai Chuk...	...	上海
Beans, (French), Macao, -Oh Moon Pin Tau...	...	上海
(French), Shanghai, -Sheung Hai...	...	上海
Sprout, -Ah Cho...	6	芽菜
Long, -Tau Ko...	each 8	紅梗
Best Root, -Hung Chai Tan...	...	紅梗
Brinjals, Green, -Ching Yuan...	6	紅梗
Red, -Hung Kai...	6	紅梗
Cabbage, Chinese, com., -Kai Choy...	10	紅梗
Cabbage Red, -Hung Yeh Choy...	10	紅梗
Cabbage, Shanghai, -Yeh Chai...	15	紅梗
Cane Shoots, bunch, -Kau Shun...	lb...	大
Camellflower, Large size, -Tai Yeh Cho Fa...	each...	大
Medium size, -Cheung Yeh Cho Fa...	...	大
Small size, -Sai Yen Chai Fa...	...	大
Carrots, -Kam Shun...	lb 6	多
Colery, Chinese, -Tong Kan Choi...	...	多
Eni lah, -Yeung...	...	多
Chillies Dried, -Gon Lah Chiu...	25	紅梗
Red, -Hung Far...	20	紅梗
Green, -Ching Le Chiu...	15	紅梗
Curry Stuff, English, -Kai Lai Chai...	12	紅梗
Cucumbers, -Ching Kwa...	6	紅梗
Blister Squash, -Fu Kwa...	8	紅梗
Garlic, -Que Tan...	...	紅梗
Cinger, young, -San Tao Keung...	12	紅梗
old, -Lo Keung...	18	紅梗
Horso Radish, -Shai, -Lak Koi...	each 6	紅梗
Indian Corri, -Suk Mai...	...	紅梗
Lettuce, -Yeung Sang Chai...	16	紅梗
Water Chestnuts, -Ma Tai...	8	紅梗
Mandarin, -Kwai Lam Ma Tai...	30	紅梗
Mushrooms, Fresh, -Sang Cho Koo...	...	紅梗
Musk Melon, Amer., -Kam San Hong Kwai...	...	紅梗
Okra, -...	...	紅梗
Onions, Bombay, -Yeung, Chong Tai...	8	紅梗
Green, -Sang Chong...	...	紅梗
Shanghai, -Shang-hoi Chong Tai...	8	紅梗
Papaw, lat qual, -Tai Mar-on Kwa...	each...	紅梗
2nd...	...	紅梗
Parley, -Kun Cho...	...	紅梗
Green Peas, -Ching Tau...	3	紅梗
Potato, Sweet, -Fan Shu...	...	紅梗
Shanghai, -Shang-hoi Shu...	3	紅梗
Japan, -Yut Poon Shu...	10	紅梗
American, -Fa Xi...	10	紅梗
Pookhoo, -Pook-chow Shu...	...	紅梗
Pumpkin, -Tong Kwa...	4	紅梗
Radish, -Hung Lo Pao Tai...	...	紅梗
Rhubarb (Fresh), -Tai Wan...	10	紅梗
Sage, -Tao So...	12	紅梗
Shallots, -Gon Chai...	8	紅梗
Spinach, -Yin Ch...	5	紅梗
Tomatoes, -Yan Kr...	6	紅梗
Taron, -Wu Tse...	5	紅梗
Turnips, Pinch, (Long), -Lo Pak...	4	紅梗
English, -Yeung Lo Pak...	...	紅梗
Vegetable Marrow, -Chai Kwa...	3	紅梗
(Am), -Kam San Chai Kwa...	...	紅梗
Water Cress, -Sai Yeung Cho...	10	紅梗
Lily root, -Lai Ngau...	6	紅梗
Yams, -Lo Shu...	...	紅梗

The prices necessarily vary from day to day and the Secretary Board has no power to compel stallholders to sell at the Prices quoted.

A. BOWEN ROWLANDS,
Secretary Sanitary Board.

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hus, of course, affected the collection to a very marked degree; and, further, the suppression of the opium trade has affected the general trade of the port, because the profits realised on the drug must now be deducted from the total capital at Shanghai used for the purchase of imports. In 1912 the total foreign revenue collection for the year was Tls. 80,483, and that of 1911 by Tls. 16,000 and that of 1910, the largest on record, by Tls. 15,800. The chief increase was in export duties, which exceeded those of 1911 by Tls. 34,000. There has been a falling off in duty on direct imports of about Tls. 10,000 mainly owing to the cessation of work on the Hankow-Szechwan Railway line; while opium has completely disappeared from the revenue table. The Native Customs revenue has increased 25 per cent., the respective figures for 1911 and 1912 being Tls. 61,438 and Tls. 77,915. It must, however, be borne in mind, reports Mr. Wilkes, Commissioner of Customs, that the actual collecting is done in copper coins, and the computation at the fixed rate of cash, 1,500 to Tls. 1 is about 25 per cent. in excess of the actual return in silver. The real income from Native Customs sources is therefore nearer Tls. 60,000 than Tls. 80,000. The report dealing with Shasi shows that the revenue for the year—Tls. 120,850—was unprecedented, owing in part to heavy importations of Indian opium, which yielded Tls. 70,821. Apart from this extraneous source, however, it is nearly double the previous record. In Changsha the collection of Tls. 390,336 exceeds by more than Tls. 100,000 the figures for 1911. Of this increase, Tls. 10,000 belong to imports and the balance to exports. In Yochow it appears that the total collection of duties and duties for 1912—Tls. 107,137—is the largest recorded in the history of the port, and shows increases under every heading, while in Hankow the total collection amounted to Tls. 3,508,589, which is an increase over the revenue of 1911 of Tls. 771,857 and over the previous "record" year—1910—of Tls. 291,651. Comparing the collection with that of the previous year, import duty increased by Tls. 267,359; export duty, by Tls. 59,108; tonnage duties, by Tls. 2,497; opium duty, by Tls. 84,275; and opium likin, by Tls. 182,876. The only decrease occurred under transit duties, and this amounted to Tls. 48,841. The increased collection under opium duty and opium likin was due to an exceptionally large importation of Indian opium. Dealing with Kiukiang, Mr. J. M. Moorhead, Commissioner of Customs, says that in consideration of the fact that of late years the revenue has displayed a tendency to stagnate, if not to decline, an advance of over Tls. 170,000 may be accepted with some satisfaction. In Wuhu the collection was an average one, though an improvement on the figures of the three preceding years. Import duties were the highest on record, exceeding by about Tls. 4,000 the somewhat unnaturally swollen receipts for 1911. In Chinking the total collection amounted to Tls. 932,837, an increase of Tls. 154,144 as compared with the 1911 collection. Import duties (exclusive of opium) fell off by Tls. 42,604, while export duties showed an improvement of Tls. 22,395 as compared with the preceding year's figures. Transit duties fell short of the figures for 1911 by Tls. 24,928. The steady decline in the transit trade of this port, which has fallen from Tls. 323,461 in 1906 to Tls. 142,673 in 1912, is mainly due to the diversion of the trade to Hankow, Kiao-chow, and Pukow, and also, in some measure, to the fact that machine-made goods of Chinese manufacture are gradually supplanting foreign imports, the bulk of which are sent inland under transit pass.

At Brighton on August 5th, the race horse Mordred broke a fetlock a quarter of a mile from home during the race for the Brighton Stakes, and was destroyed.

The total output of the Kailan Mining Administration's mines for the week ending August 16 amounted to 38,455.53 tons and the sales during the period, to 32,841.11 tons.

Yesterday some one entered the house of a Chinese merchant living in Robinson Road, and stole jewellery, clothing and money to the value of about \$738.

It is proposed to hold a Grand Promenade Concert on the Hongkong Cricket Club Ground on Wednesday 3rd proximo. Further particulars from our advertising columns.

A man has been sent to hospital who was found in a back yard at Praya East. He was suffering from injuries to his face and arms, and it is believed that he was in the act of committing a felony when he met with his accident.

The Tai Po police sent to the magistrates yesterday the body of a Chinese who died in the Canton express between Kowloon and Shatin. The man, who was a coolie, had been sick for about two months, and he was being taken back to the country by his father and mother.

Scotland Yard has been advised of the discovery of a factory in Roumania for the making of bank of England £50 notes. Many of the fraudulent notes have been circulated on the Continent. They are excellent imitations, although the water mark is defective. Five men have been arrested in connection with the frauds.

Two P.W.D. coolies were charged before Mr. Macleod at the Magistrate's today by Sergeant Ong with being in possession of a loaded revolver, two knuckle-dusters, and two knives in the P.W.D. coolie quarters at Praya East. The first man was fined \$500 or three months, and the second defendant was fined \$100 or one month.

The net profits of the Bank of Hongkong for the half-year ended the 31st May last amounted to Rs. 63,374, and Rs. 20,358 was carried forward. The Directors have declared an interim dividend at the rate of 4 1/2 per cent. per annum, free of tax for the six months, leaving to be carried forward Rs. 50,277. The Board propose that additions to the Reserve Fund should be made in future at the close of each financial year of the Bank—namely, the 30 November—and not at the interim period ending the 31st May, and, therefore, the balance of profit now carried forward is larger than heretofore.

In "The Hongkong Government Gazette," under section 16 of the Companies Amendment Ordinance, 1912, it is notified, for general information, that in addition to those already notified the following persons have made application to be appointed auditors for the purposes of the Companies Ordinance, 1911, and 1912, and that they are, in the opinion of the Registrar of Companies, qualified to perform the duties required by the said Ordinance to be performed by an auditor:—A. R. Lowe, J. E. Bingham, F. N. Matthews, E. A. M. Williams, R. A. E. Paterson, E. M. Ross, C. O. Dunman, G. A. Dutton, George-Legles, W. Euton, P. B. Francis, Francis Maitland, E. J. Chapman, G. B. Brown, D. K. Blair, A. O. D. Gourdin.

The R. G. A. Junior N. C. O.'s held their initial function last night in the R. A. Theatre, Victoria Barracks, when a large number took part in a mixed what drive and dance. The Committee had spared no pains in making the evening an enjoyable one, the Theatre and refreshment room being lastingly decorated. Corporal Parker, Hennessey, Doe, and Bomber, Merfield and Sly were the Committee. The drive went off without a hitch. During the interval, Sergeant Fielder presented prizes to—Ladies, 1st, Mrs. Axford; 2nd, Mrs. Fuller; 3rd, Mrs. Clegg; 4th, Mrs. Talbot; 5th, Mrs. Clegg; 6th, Mrs. Talbot; 7th, Mrs. Clegg; 8th, Mrs. Talbot; 9th, Mrs. Clegg; 10th, Mrs. Talbot; 11th, Mrs. Clegg; 12th, Mrs. Talbot; 13th, Mrs. Clegg; 14th, Mrs. Talbot; 15th, Mrs. Clegg; 16th, Mrs. Talbot; 17th, Mrs. Clegg; 18th, Mrs. Talbot; 19th, Mrs. Clegg; 20th, Mrs. Talbot; 21st, Mrs. Clegg; 22nd, Mrs. Talbot; 23rd, Mrs. Clegg; 24th, Mrs. Talbot; 25th, Mrs. Clegg; 26th, Mrs. Talbot; 27th, Mrs. Clegg; 28th, Mrs. Talbot; 29th, Mrs. Clegg; 30th, Mrs. Talbot; 31st, Mrs. Clegg; 32nd, Mrs. Talbot; 33rd, Mrs. Clegg; 34th, Mrs. Talbot; 35th, Mrs. Clegg; 36th, Mrs. Talbot; 37th, Mrs. Clegg; 38th, Mrs. Talbot; 39th, Mrs. Clegg; 40th, Mrs. Talbot; 41st, Mrs. Clegg; 42nd, Mrs. Talbot; 43rd, Mrs. Clegg; 44th, Mrs. Talbot; 45th, Mrs. Clegg; 46th, Mrs. Talbot; 47th, Mrs. Clegg; 48th, Mrs. Talbot; 49th, Mrs. Clegg; 50th, Mrs. Talbot; 51st, Mrs. Clegg; 52nd, Mrs. Talbot; 53rd, Mrs. Clegg; 54th, Mrs. Talbot; 55th, Mrs. Clegg; 56th, Mrs. Talbot; 57th, Mrs. Clegg; 58th, Mrs. Talbot; 59th, Mrs. Clegg; 60th, Mrs. Talbot; 61st, Mrs. Clegg; 62nd, Mrs. Talbot; 63rd, Mrs. Clegg; 64th, Mrs. Talbot; 65th, Mrs. Clegg; 66th, Mrs. Talbot; 67th, Mrs. Clegg; 68th, Mrs. Talbot; 69th, Mrs. Clegg; 70th, Mrs. Talbot; 71st, Mrs. Clegg; 72nd, Mrs. Talbot; 73rd, Mrs. Clegg; 74th, Mrs. Talbot; 75th, Mrs. Clegg; 76th, Mrs. Talbot; 77th, Mrs. Clegg; 78th, Mrs. Talbot; 79th, Mrs. Clegg; 80th, Mrs. Talbot; 81st, Mrs. Clegg; 82nd, Mrs. Talbot; 83rd, Mrs. Clegg; 84th, Mrs. Talbot; 85th, Mrs. Clegg; 86th, Mrs. Talbot; 87th, Mrs. Clegg; 88th, Mrs. Talbot; 89th, Mrs. Clegg; 90th, Mrs. Talbot; 91st, Mrs. Clegg; 92nd, Mrs. Talbot; 93rd, Mrs. Clegg; 94th, Mrs. Talbot; 95th, Mrs. Clegg; 96th, Mrs. Talbot; 97th, Mrs. Clegg; 98th, Mrs. Talbot; 99th, Mrs. Clegg; 100th, Mrs. Talbot; 101st, Mrs. Clegg; 102nd, Mrs. Talbot; 103rd, Mrs. Clegg; 104th, Mrs. Talbot; 105th, Mrs. Clegg; 106th, Mrs. Talbot; 107th, Mrs. Clegg; 108th, Mrs. Talbot; 109th, Mrs. Clegg; 110th, Mrs. Talbot; 111th, Mrs. Clegg; 112th, Mrs. Talbot; 113th, Mrs. Clegg; 114th, Mrs. Talbot; 115th, Mrs. Clegg; 116th, Mrs. Talbot; 117th, Mrs. Clegg; 118th, Mrs. Talbot; 119th, Mrs. Clegg; 120th, Mrs. Talbot; 121st, Mrs. Clegg; 122nd, Mrs. Talbot; 123rd, Mrs. Clegg; 124th, Mrs. Talbot; 125th, Mrs. Clegg; 126th, Mrs. Talbot; 127th, Mrs. Clegg; 128th, Mrs. Talbot; 129th, Mrs. Clegg; 130th, Mrs. Talbot; 131st, Mrs. Clegg; 132nd, Mrs. Talbot; 133rd, Mrs. Clegg; 134th, Mrs. Talbot; 135th, Mrs. Clegg; 136th, Mrs. Talbot; 137th, Mrs. Clegg; 138th, Mrs. Talbot; 139th, Mrs. Clegg; 140th, Mrs. Talbot; 141st, Mrs. Clegg; 142nd, Mrs. Talbot; 143rd, Mrs. Clegg; 144th, Mrs. Talbot; 145th, Mrs. Clegg; 146th, Mrs. Talbot; 147th, Mrs. Clegg; 148th, Mrs. Talbot; 149th, Mrs. Clegg; 150th, Mrs. Talbot; 151st, Mrs. Clegg; 152nd, Mrs. Talbot; 153rd, Mrs. Clegg; 154th, Mrs. Talbot; 155th, Mrs. Clegg; 156th, Mrs. Talbot; 157th, Mrs. Clegg; 158th, Mrs. Talbot; 159th, Mrs. Clegg; 160th, Mrs. Talbot; 161st, Mrs. Clegg; 162nd, Mrs. Talbot; 163rd, Mrs. Clegg; 164th, Mrs. Talbot; 165th, Mrs. Clegg; 166th, Mrs. Talbot; 167th, Mrs. Clegg; 168th, Mrs. Talbot; 169th, Mrs. Clegg; 170th, Mrs. Talbot; 171st, Mrs. Clegg; 172nd, Mrs. Talbot; 173rd, Mrs. Clegg; 174th, Mrs. Talbot; 175th, Mrs. Clegg; 176th, Mrs. Talbot; 177th, Mrs. Clegg; 178th, Mrs. Talbot; 179th, Mrs. Clegg; 180th, Mrs. Talbot; 181st, Mrs. Clegg; 182nd, Mrs. Talbot; 183rd, Mrs. Clegg; 184th, Mrs. Talbot; 185th, Mrs. Clegg; 186th, Mrs. Talbot; 187th, Mrs. Clegg; 188th, Mrs. Talbot; 189th, Mrs. Clegg; 190th, Mrs. Talbot; 191st, Mrs. Clegg; 192nd, Mrs. Talbot; 193rd, Mrs. Clegg; 194th, Mrs. Talbot; 195th, Mrs. Clegg; 196th, Mrs. Talbot; 197th, Mrs. Clegg; 198th, Mrs. Talbot; 199th, Mrs. Clegg; 200th, Mrs. Talbot; 201st, Mrs. Clegg; 202nd, Mrs. Talbot; 203rd, Mrs. Clegg; 204th, Mrs. Talbot; 205th, Mrs. Clegg; 206th, Mrs. Talbot; 207th, Mrs. Clegg; 208th, Mrs. Talbot; 209th, Mrs. Clegg; 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SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on/about the

DATES named	STEAMERS	To	REMARKS
SHANGHAI	DEVANHA	11th Sept.	Freight and Passengers
LONDON, via Cape Town	ARCADIA	11th Sept.	Freight and Passengers
LONDON & ANTWERP	NANKIN	11th Sept.	Freight and Passengers
SHANGHAI, MOJI, KOBE & YOKOHAMA	NILE	11th Sept.	Freight and Passengers

All the above steamers are fitted with Wireless Telegraphy.
P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER. FOR LIVERPOOL.

From Hongkong	From Quebec
EMPEROR OF RUSSIA, Wed. Sept. 10.	EMPEROR OF BRITAIN, Fri. Oct. 3.
EMPEROR OF INDIA, Wed. Sept. 24.	EMPEROR OF BRITAIN, Fri. Oct. 24.
EMPEROR OF ASIA, Wed. Oct. 8.	EMPEROR OF BRITAIN, Fri. Oct. 13.

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are now quadruple screw 20 knot turbine steamers of 19300 tons gross—the finest, fastest and most luxurious on the Pacific.

All steamers of the company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the latest wireless apparatus.
Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSENGER RATES, HONGKONG TO LONDON.

EMPEROR OF RUSSIA	Optional Atlantic Port \$71.10.
EMPEROR OF ASIA	do do \$65.
EMPEROR OF INDIA	do do \$65.
EMPEROR OF JAPAN	do do \$65.

MONTAGUE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port, \$43.
Atlantic, via Canadian Atlantic Port, \$43.
Boston or New York \$45.
Meals and sleeping car across Canada not included in above rates. If required such will cost \$5 additional.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Peddar Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
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MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUVA AND PORT SAID	KITANO MARU, Capt. Cope, Tons 18,000	WEDNESDAY, 10th Sept., at Daylight.
VICTORIA, B.C., & SEATTLE, via KAILASH, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	IYO MARU, Capt. Hirase, Tons 12,500	WEDNESDAY, 24th Sept., at Daylight.

SYDNEY and MELBOURNE, via MARLBOROUGH, JARVIS ISLAND, TOWN VILLAGE and BIRKENHEAD	AWA MARU, Capt. Shimizu, Tons 12,500	TUESDAY, 24th Sept., at 4 p.m.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU, Capt. Tomimasa, Tons 12,500	WEDNESDAY, 24th Sept., at Noon.

BOMBAY, via SINGAPORE, COLOMBO, SUVA AND PORT SAID	BOMBAY MARU, Capt. Tomimasa, Tons 12,500	SATURDAY, 6th Sept., at Noon.
ALCUTTA, via SINGAPORE, COLOMBO, SUVA AND PORT SAID	COLOMBO MARU, Capt. Tomimasa, Tons 12,500	SATURDAY, 6th Sept., at Noon.

SHANGHAI, MOJI & KOBE	RANGOON MARU, Capt. Ramchandra, Tons 12,000	WEDNESDAY, 3rd Sept., at Noon.
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Fitted with new system of wireless telegraphy. Cargo only.

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

COMMENCING 1st JUNE, ENDING 30th SEPTEMBER, 1913.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class \$135	\$122	\$108	\$95.
2nd class \$ 81	\$ 75	\$ 65	\$57.

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MONGOLIA MANCHURIA KOREA SIBERIA

17,000 tons, twin screws. 17,000 tons, twin screws. 18,000 tons, twin screws. 15,000 tons, twin screws.

Also 11,000 tons, China, 10,000 tons, and 8,000 tons.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Telegraphy, Submarine Signal Service and Bilge Keels.

Cuisine under personal supervision of Mr. V. Maroni, one of the World's most famous caterers.

THE COST by this route to London with its unparalleled opportunities is \$71.10, for a return ticket 5th Class.

To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE.

First Class accommodations are provided for 200 to 250 passengers. Ticket \$100 and to San Francisco via Japan and Honolulu the cost is \$45.

Services on application.

* PERSIA—9,000 Tons Sailing SATURDAY, 13th Sept., at Noon.

* KOREA—18,000 Tons Sailing SATURDAY, 13th Sept., at 1 p.m.

* SIBERIA—15,000 Tons Sailing SATURDAY, 13th Sept., at 1 p.m.

* MANCHURIA—17,000 Tons Sailing SATURDAY, 13th Sept., at 1 p.m.

* MONGOLIA—17,000 Tons Sailing SATURDAY, 13th Sept., at 1 p.m.

* Intermediate Steamers—Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

FROM HONGKONG. TO MANILA. FROM MANILA. TO HONGKONG.

Sept. 12. PERSIA. Sept. 13. KOREA. Sept. 13. SIBERIA. Sept. 13. MANCHURIA. Sept. 13. MONGOLIA.

King's Building (opposite Blake Pier). R. C. MORTON, Agent. Telephone No. 141.

Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

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Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 Knots. Displacement 22,000 Tons.

AND TWO TWIN SCREW S.S. NIPPON MARU & HONGKONG MARU.

Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Captain Date of Sailing.

Tenyo Maru... E. Best... Monday, 1st Sept., at Noon.

Hongkong Maru... S. Togo... THURSDAY, 19th SEPT., at Noon.

Shinryo Maru... H. Smith... THURSDAY, 25th SEPT., at Noon.

Chiyo Maru... W. W. Green... FRIDAY, 17th OCT., at Noon.

Nippon Maru... G. Stevens... WEDNESDAY, 17th OCT., at Noon.

The S.S. TENYO MARU will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Yokohama and Honolulu, on MONDAY, the 1st Sept., at Noon.

SOUTH AMERICA LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

ANYO MARU, BUYO MARU & KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HIL, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Tons Date of Sailing.

Buyo Maru... 10,500... Saturday, 4th Oct., at Noon.

Anyo Maru... 18,500... WEDNESDAY, 3rd DEC., at Noon.

Kiyo Maru... 17,500... THURSDAY, 5th FEB., at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS, TELEPHONE and POST OFFICES.

SPECIAL FARES—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important ports and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, KING'S BUILDING (opposite Blake Pier).

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
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ST. ALBANS... August 30. Sept. 20. Sept. 10th, at 11 a.m.

EASTERN... Sept. 20. Oct. 31st, at 11 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 8 to 10 Days).

HAIKUN... Capt. J. S. Ross... TUESDAY, 2nd Sept., at 11 a.m.

HAIKUN... Capt. W. C. Ross... FRIDAY, 5th Sept., at 11 a.m.

HAIKUN... Capt. A. E. Ross... TUESDAY, 9th Sept., at 11 a.m.

During the months of July and August First Class Return Fares to Fouchow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For freight and Passage, apply to DOUGLAS, LAFLAKE & CO. Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO
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SHANGHAI... Yenchow... To-night 11 p.m.

HONGKONG... Yenchow... Aug. 31, at 10 a.m.

SWATOW, WEIHAIWEI, HEBEI... Yenchow... Sept. 2, Daylight.

MANILA, CEBU & ILOILO... Yenchow... Sept. 2, at Noon.

SHANGHAI... Yenchow... Sept. 2, at 4 p.m.

NINGPO & SHANGHAI... Yenchow... Sept. 4, at 4 p.m.

SHANGHAI... Yenchow... Sept. 6, Daylight.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

MANILA LINE. Twin Screw Steamers 'Chihshu', 'Taming' & 'Tean'.

Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean'.

SHANGHAI LINE. The Twin Steamers 'Anhui', 'Chenai', 'Lian', and the S.S. 'Luchow', having excellent accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO
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SHANGHAI, KOBE & MOJI, FOOCHOW... SUNDAY, Aug. 31, Daylight.

TIENTSIN via WEIHAIWEI & CHEFOO... CHIPSANG... TUESDAY, Sept. 2, at Noon.

SINGAPORE, PENANG & SUISANG... TUESDAY, Sept. 2, at 2 p.m.

SHANGHAI, KOBE & MOJI, FOOCHOW... THURSDAY, Sept. 2, at Noon.

YOKOHAMA, KOBE & MOJI, LAHANG... WEDNESDAY, Sept. 3, at Noon.

CHINWANTAO... HUPSIANG... THURSDAY, Sept. 4, at Noon.

SINGAPORE, PENANG & SUISANG... FRIDAY, Sept. 5, at 2 p.m.

MANILA... PUENSANG... SATURDAY, Sept. 6, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kuremaru, Nipponmaru & Fooking leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Luchow, Kuremaru, Lovat, Yaching and others leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Kuremaru, Chafco, Tientsin, Dairen, Weihaiwei & Tsingtau.

Making Cargo on Through Bills of Lading to Kuremaru, Chafco, Tientsin, Dairen, Weihaiwei & Tsingtau.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215. General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. FULTA, 4154 tons gross, Capt. Chidley, will be despatched for Yokohama, Kobe and Moji on the 16th September at 4 p.m., taking cargo and passengers at current rates.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215. Agents.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARDS.

For	Steamers	Date of Departure
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LONDON & ANTWERP... RADNORSHIRE... 12th October.

LONDON & ANTWERP... VESTALIA... 18th October.

LONDON & ANTWERP... DEN OF RUTHVEN... 28th October.

NEW TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215. Agents.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. JELUNGA, 5200 tons, Captain Sullivan, will be despatched for SHANGHAI, KOBE and MOJI on 10th September.

S.S. APCAR, 4447 tons, Capt. Walker, will be despatched for KOBE and MOJI (Yokohama if sufficient inducement offers) on 10th September.

WESTWARD.

S.S. G. APCAR, 4400 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th September.

S.S. DILWANA, 5878 tons, Capt. Ramsay, will be despatched as above on 21st September.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD. AGENTS.

Telephone No. 215. Sub. Ex. No. 2.

SHIPPING

THE AMERICAN & MANCHURIAN LINE.

(BUCKWOLD STEAMSHIP LINE, LTD.)

THE Steamship KANSAS.

Captain R. Linklater, will be despatched from Hongkong on or about 2nd September for BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast). For freight and further particulars, apply to THE BANK LINE, LTD. Agents.

Hongkong, Aug. 12, 1913.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

(THE Co.'s Steamship Fooking, having arrived from the above ports, Consignees of cargo by her are hereby notified that their goods will be delivered from alongside.)

Cargo impeding the discharge or remaining on board after 4 p.m., the 28th August, will be landed at consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers. Hongkong, Aug. 27, 1913. 1053.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship SEAGRAM, Captain R. Barker, having arrived, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or at the Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriters.

Optional Cargo will be carried on an ad hoc basis to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—Ex s.s. Kong Ring from Hongkong, and HAMBURG-AMERICA LINE.

(Hongkong Office. Hongkong, August 28, 1913. 1053.)

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH (MIDDELSBRO), LONDON AND STRAIT.

THE Steamship BENALDER.

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns and/or extra Godowns (situated in the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.</

SATURDAY, AUGUST 30, 1913

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leave Hongkong	Connecting Steamer from Colombo to Marseilles and London	Due Marseilles (Brindisi 3 days earlier)	Due Plymouth (London 1 day later)
ARCADIA	Aug. 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSATE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	Oct. 11	"	Nov. 8	Nov. 14
DELTA	Oct. 25	"	Nov. 22	Nov. 28
INDIA	Nov. 8	"	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer from COLOMBO to BRINDISI. Accommodation in the connecting Steamer from COLOMBO to BRINDISI is definitely reserved.

FARES TO LONDON AND MARSEILLES (On and after the present date the Fares to London and Marseilles will be as follows:—

1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"B"	Accommodation	SINGLE	RETURN
1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"B"	Accommodation	SINGLE	RETURN
1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"B"	Accommodation	SINGLE	RETURN

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due Marseilles	Due London
STANKIN	September 3	October 9	October 18
STANKIN	September 17	October 23	November 2
NORRE	October 1	November 7	November 16
SYRIA	October 15	November 21	December 1
SUMATRA	October 29	December 5	December 15

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted. FARES TO LONDON: 1st SALOON £20 SINGLE; £25 RETURN. 2nd SALOON £15 SINGLE; £20 RETURN. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to E. A. HEWITT, Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR SHANGHAI, KOBÉ, YOKOHAMA, MANILA, CEBU, HONGKONG, AND SINGAPORE. STEAMERS: SHANGHAI, KOBÉ, YOKOHAMA, MANILA, CEBU, HONGKONG, AND SINGAPORE.

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HAMBURG AMERIKA LINE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRT-GESELLSCHAFT HANSA. REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES.

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES. TO MARSEILLES, HAVRE, BREMEN, & TO NEW YORK.

TO MARSEILLES, HAVRE, BREMEN, & TO NEW YORK. AND FROM MANILA, HONGKONG, & JAPAN TO VANCOUVER (B.C.) AND PORTLAND (OR).

TAKE CARGO at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Australian, Black Sea and Baltic Ports, and North and South America Ports.

NEST SAILINGS FROM HONGKONG. Outward: For Shanghai, Kobe & Yokohama. S.S. LIBERIA, 11th Sept. S.S. ALBERGA, 20th Sept. S.S. SUDMARK, 20th Sept.

For further particulars apply to HAMBURG-AMERIKA LINE, Hongkong Office.

THE CHINA MAIL.

SHIPPING

AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government. MONTHLY FAST SERVICE TO TRIESTE (VENICE).

MONTHLY FAST SERVICE TO TRIESTE (VENICE). Via Straits, Colombo, Aden, Suez, Port Said.

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SHIPPING

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian African Line.

From HONGKONG: Connecting with THE BANK LINE, LIMITED, Marseilles Agents. For Rates and further information, apply to THE BANK LINE, LIMITED, Marseilles Agents.

From COLOMBO: Connecting with THE BANK LINE, LIMITED, Marseilles Agents. For Rates and further information, apply to THE BANK LINE, LIMITED, Marseilles Agents.

From BEIRA: Connecting with THE BANK LINE, LIMITED, Marseilles Agents. For Rates and further information, apply to THE BANK LINE, LIMITED, Marseilles Agents.

From DURBAN: Connecting with THE BANK LINE, LIMITED, Marseilles Agents. For Rates and further information, apply to THE BANK LINE, LIMITED, Marseilles Agents.

From EAST LONDON: Connecting with THE BANK LINE, LIMITED, Marseilles Agents. For Rates and further information, apply to THE BANK LINE, LIMITED, Marseilles Agents.

From PORT ELIZABETH: Connecting with THE BANK LINE, LIMITED, Marseilles Agents. For Rates and further information, apply to THE BANK LINE, LIMITED, Marseilles Agents.

From CAPE TOWN: Connecting with THE BANK LINE, LIMITED, Marseilles Agents. For Rates and further information, apply to THE BANK LINE, LIMITED, Marseilles Agents.

For Rates of Freight or Passage, apply to THE BANK LINE, LIMITED, Marseilles Agents.

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TYPHOON SIGNALS

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Matheron on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godown, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-chi-ko and F. O. Quarters, Lyceum.

A CONE point upward indicates a Typhoon to the North of the Colony.

A CONE point downward indicates a Typhoon to the South of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the North-West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the North-West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the North-West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the North-West of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South of the Colony.

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A CONE point downward and DRUM below indicates a Typhoon to the West of the Colony.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

For Rates of Freight or Passage, apply to de BUSSIERRE, Act. Agent, QUEEN'S BUILDING.

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